



WHAT IS CLAIMED IS:

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2 1. A shock-absorbing frame for a bicycle, comprising a first body, a
3 middle body, a shock-absorbing device, a second body, and two holders,
4 wherein:

5 the first body includes a top tube, and a positioning member having a
6 first end integrally formed on a mediate portion of the top tube and a second
7 end extended downward and backward in an oblique manner;

8 the middle body is pivotally mounted on the top tube of the first body
9 and includes a seat tube located beside the second end of the top tube of the
10 first body, a first arm pivotally mounted on the second end of the top tube of
11 the first body by a first pivot shaft and having a first end mounted on a mediate
12 portion of the seat tube and a second end extended downward and forward in
13 an oblique manner, and a second arm having a first end mounted on the second
14 end of the first arm and a second end extended downward and backward in an
15 oblique manner;

16 the shock-absorbing device is mounted between the first body and
17 the middle body and has a first end pivotally mounted on the mediate portion
18 of the top tube and a second end pivotally mounted on the second end of the
19 first arm;

20 the second body is pivotally mounted on the positioning member of
21 the first body and includes two third arms each having a first end pivotally

1 mounted on the second end of the positioning member of the first body by a
2 second pivot shaft and a second end formed with a snap hole; and
3 each of the two holders is mounted between the middle body and the
4 second body.

5 2. The shock-absorbing frame in accordance with claim 1, wherein
6 the first body further includes a head tube mounted on a first end of the top tube
7 for mounting a front fork.

8 3. The shock-absorbing frame in accordance with claim 1, wherein
9 the first body further includes a reinforcement member having a first end
10 mounted on the head tube and located under the top tube, and a second end
11 mounted on a mediate portion of the positioning member and located adjacent
12 to the top tube.

13 4. The shock-absorbing frame in accordance with claim 1, wherein
14 the seat tube, the first arm and the second arm are formed integrally.

15 5. The shock-absorbing frame in accordance with claim 1, wherein
16 the seat tube of the middle body is extended downward and forward in an
17 oblique manner for mounting a seat post.

18 6. The shock-absorbing frame in accordance with claim 1, wherein
19 the top tube of the first body has a forked second end formed with two axially
20 extended ears, the first end of the first arm of the middle body is formed with a
21 pivot member pivotally mounted between the two ears of the top tube by the
22 first pivot shaft, so that the middle body is pivoted about the first pivot shaft.

1 7. The shock-absorbing frame in accordance with claim 1, wherein
2 the second end of the second arm of the middle body is formed with a pivot
3 tube for mounting a rotation shaft of a drive chain wheel.

4 8. The shock-absorbing frame in accordance with claim 1, wherein
5 the snap hole is pivotally snapped onto a wheel axle of a rear wheel.

6 9. The shock-absorbing frame in accordance with claim 1, wherein
7 the second pivot shaft is located at a level lower than that of the snap hole, so
8 that a connecting line between the second pivot shaft and the wheel axle of the
9 rear wheel is disposed at an inclined state and has a lower front end and a
10 higher rear end.

11 10. The shock-absorbing frame in accordance with claim 1, wherein
12 each of the two holders has a first end pivotally mounted on the seat tube by a
13 third pivot shaft and a second end pivotally mounted on the second end of a
14 respective one of the third arms of the second body.

15 11. The shock-absorbing frame in accordance with claim 10, wherein
16 a connecting line between the snap hole and the third pivot shaft passes
17 through a space located under the first pivot shaft.

18 12. The shock-absorbing frame in accordance with claim 1, wherein
19 the middle body and the second body are rotated relative to each other, so that a
20 distance between a drive chain wheel mounted on the middle body and a
21 driven chain wheel mounted on the second body is kept at a constant.